

## Number One Topic

### Refinery Conversation Centers on Safety Record

Two weeks after the fact, Lago employees were still talking proudly about their new safety record. There was no thought of resting on their accomplishments as the men in all departments took dead aim on the world's record of 7,506,711 manhours.

Men leaving work after the 4-12 shift April 14 paused at Gate 6 and watched Marcel Maduro change the magic figures on the safety board and tack up a huge NOW with an arrow pointing to the new record. Watching silently, as they did just 11 months ago when the old mark was set, was a flock of goats.

Some mathematically inclined persons have figured out that June 15 should see Lago eclipse the world mark, now held by the Baton Rouge (La.) refinery also a Jersey affiliate.

That employees are keeping their minds on safety was demonstrated last week at the Staff and Regular Elected Representatives party at the Golf Club, when safety records were the subject of some quiz questions by the master of ceremonies, and in every case, employees were able to rattle off Lago's old record, the current standing and the world record.

It took Lago's men just over 11 months to break their previous best mark. It was at midnight, May 9, 1956 that the same Marcel Maduro climbed up on the safety board and went through the same routine of changing the magic numbers. Cheering him—and the new record—was a group of 4-12 shift men, just as a similar group did two weeks ago. On hand too was a flock of goats, who might possibly be beginning to wonder what's happening.

Lago employees are walking around now with more pride than ever in their accomplishments; it has set them up for a National Safety Council Award, and has marked them again as one of the world's safest refineries.

This is the third year in a row

that a new record was established. In January, 1955 the mark of 4,055,000 was set, and later that year, Lago employees began work on the 1956 record, which reached 4,708,631. And then, on April 14, Marcel Maduro went into his usual routine, the kind of job he'd like to make a habit of.

### Two Refineries Reduce Forces

The facts of economic life have touched employees of the Baltimore refinery of the Esso Standard Oil Company. Management there has announced a second layoff effective April 26. Affected were 145 wage personnel and 20 clerical employees.

This follows an earlier layoff that affected 188 additional employees. Both moves are in accordance with the company's announced economic program to eliminate surpluses in the work force. The second layoff will be handled in the same general fashion as the first.

All arrangements have been negotiated with the union leaders.

Meanwhile management at the Bayway refinery took similar steps. Layoff notices were given to more than 500 employees, and one eat cracker unit with a capacity of 25,000 barrels a day, was shut down. Other new construction in the plant was halted.

### LCAC Eleccion Otro Siman

Eleccion venidero pa Lago Commissary Advisory Committee io ta pa cinco puesto. E eleccion primario lo tuma lugar Mei 8, 9 y 10; e eleccion final Mei 15, 16 y 17.

Di e cinco puestonan, cuatro ta pa Holandesnan y uno pa no-Holandes.

Esnan cu nan termino ta expira ta S. Blaize (no-Holandes), E. Erasmus, M. E. Donata, J. P. Falconi y M. Arends. E miembronan A. Kelly, C. Z. de Cuba y E. Fung-A-Faf ta e miembronan cu a keda den e Comité.

Peticionnan a worde circulá April 26 y mester a worde debolbí na Departamento di Relacion Industrial pa Mei 1. Segun e condicionnan di e eleccionnan cu tellers di costumber, lo ta permiti pa scribi otro nomber di candidato pa e eleccion primario; votadornan lo vota pa ocho Holandes y dos no-Holandes. Den eleccion final, votamento lo tuma lugar solamente pa e cantidad di puestonan vacante. Scribimento di otro nomber di candidato no ta permiti pa eleccion final.

Portret di e candidatonan lo worde poní ariba borchinan di boletin na Lago Hospital, Colony Shops, Porta 1, 2, 3, 6, 8 y 9.

E Junta di Eleccion di LCAC ta consisti di A. Kelly, presidente; R. C. Abendanon, S. J. Croes, E. de Kort, C. Z. de Cuba, E. de Cuba, A. A. Kalloo y E. Fung-A-Faf.

Pa ora cu nos a manda e courant druk, 13 empleado a manda peticionnan aden como candidatonan. Nan ta:

Sra. Gerda Kenson, stenographer II den Ind. Rel.-Training, tin 7 anja di servicio.

Juan Noguera, engr. trainee III den TSD-Econ. & Pro. tin 5 1/2 anja di servicio.

Marciano Arends, electrician helper A den Mech. Electrical tin casi 14 anja di servicio.

Thomas Geerman, paint yardman den Mech.-Paint, tin mas eu 1 anja

(Continua na pagina 8)



RAFAEL SOLOGNIER accepts his 30 year awards from General Manager W. A. Murray.

RAFAEL SOLOGNIER ta acepta su premio di 30 anja for di Gerente General W. A. Murray.

### Empleadonan di Lago a Papia di Safety Record

Dos siman despues di e hecho, empleadonan di Lago ainda tabata papiando cu orgullo tocante nan record di seguridad. No tabata nan idea pa keda pará aki como tur e trahadornan den tur departamento a pone como nan obheto fiho pa yega e record mundial di 7,506,711 ora di trabao.

Hendenan largando trabao despues di warda 4-12 April 14 a para pa un momento na Porta 6 pa mira com Marcel Maduro ta cambia e cifra nan magico ariba e borch di seguridad y instala un senjal enorme "NOW" cu un flecha munstrando e record nobo. Mirando en silencio, mescos cu nan a haci solamente 11 luna pasa tempo cu e marca bieuw a worde estableci, tabata un grupo di cabrito.

Algun persona cu ta gusta maticamente a calcula eaba cu pa Juni 15 Lago por pasa e record mundial cual avor ta worde teni door di refinaria di Baton Rouge.

Cu empleadonan tabata tene nan mente ariba seguridad tabata demostrá siman pasá na e fiesta pa Representantenan Eligi pa Empleadonan Regular y Staff teni na Golf Club, na unda record di seguridad tabata e tema di algun preguntanan di rompecabez haci door di maestro di ceremonia, y den tur caso empleadonan a logra duna contestacion tocante Lago su recordnan bieuw, e record actual y record mundial.

A tuma Lago su trahadornan net un poco mas cu 11 luna pa kibra e mehor marca anterior. Tabata meianochi Mei 9, 1956 cu e mes Marcel Maduro a subi na e borch di seguridad y a haci su mes trabao di eambia e cifra nan magico. Aplaudiendo el - y tambe e record nobo - tabata un grupo di trahadornan di warda di 4-12, mescos cu un grupo similar a haci dos siman pasá. Y tambe presente tabata un grupo di eabrito, cu quizas tabata puntrando nan mes kiko ta pasando.

Empleadonan di Lago awor ta camna rond cu mas orgullo cu nunca antes ariba nan acompletionto; e record a pone nan ariba camina pa un Premio di National Safety

(Continua na pagina 8)

### Solognier Completes 30 Years Service

Rafael Solognier, Mechanical-Carpenter, received his 30-year service award from the hands of General Manager W. A. Murray at the management staff meeting April 6.

Mr. Solognier first joined the company in April, 1926. His employment became permanent in December, 1943, following a leave of absence. He is currently carpenter A.

Present for the presentation of emblem and certificate were Mr. Solognier's immediate supervisor C. T. O. Nicholas, and L. C. Miller, and C. Berrisford.

### Rafael Solognier a Recibi Su Premio

Rafael Solognier, Mechanical Carpenter, a recibi su premio pa 30 anja di servicio for di Gerente General W. A. Murray na e reunion di management staff di April 6.

Sr. Solognier a cumiza traha cu compania na April 1926. Su empleo a bira permanente na December 1943, despues di un ausencia cu permiso. Awor el ta carpenter A.

Presente pa presentacion di e emblema y certificado tabata e supervisor inmediato di Sr. Solognier, C. T. O. Nicholas, y L. C. Miller, y C. Berrisford.

### CYI Awards Not Taxable

The government has changed its mind over the question of taxing as income awards earned through the Coin Your Idea program.

Last week the tax receiver notified the company that the rule declaring such awards as part of an employee's income and therefore taxable had been rescinded until further notice.



MIDNIGHT APRIL 14: history is made as a new safety record goes up on Lago's safetyboard. Work that day eclipsed the old mark of 4,708,631 manhours without an accident.

MEI ANOCII April 14: historia a worde trahá mientras un record nobo di seguridad ta worde poní ariba e borch. Oranan di trabao e dia ey a surpasa e marca bieuw di 4,708,631 ora di trabao sin accidente.

# ARUBA ESSO NEWS

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EXECUTIVE VICE President F. E. Griffin explains the function of a heat exchanger to Dr. G. P. H. Helders, Netherlands Minister of Overseas Affairs, during his recent visit to Lago.

VICE-PRESIDENT Ehecutivo F. E. Griffin ta splica uso di heat exchanger na Dr. G. P. H. Helders, Minister van Overzeese Rijksdelen, durante su bishita reciente na Lago.

## Grafnan Solitario Unico Recuerdo di Anterior

Uno di e poco lazonan cu ainda a keda di e dianan tempo cu Aruba tabata solamente un lugar di comercio di imperio Holandes ta un plaatchi di brons instalá ariba un graf di cement cu un koepe! rond ariba un veld na Shirihana.

Esaki ta e graf di Simon Plats, kende tabata Major-Comandante na Aruba pa ocho luna na 1827. Rond di dje tin un dozijn di otro grafnan sin inscripcion di cual ta worde bisá cu nan ta e ultimo lugar di sosiego di miembronan di varios familianan bieuw di Aruba cu a muri desde hopi anja.

E inscripcion ariba graf di Plats ta simple, y ta menciona su number, su fecha di nacimiento, Januari 9, 1773, y fecha di su morto, Augustus 14, 1827, y su titulo.

Como un oficial di profesion y un persona den gobierno, el a sali for di Curacao na 1822 pa bai Surinam. Despues di su promocion pa Major, el a worde nombrá como Gobernador di Aruba na 1826 como sucesor di Jacob Thielen, y el a tuma over su puesto nobo mas o menos na Januari 1827.

Major Plats, un oficial concienial y energico, a drenta un periodo dificil. E costo di trahamento na mina di oro localmente tabata enorme, y en realidad tabata mustra un perdida na 1826. Prospectonan tabata mescos pa anja 1827. Dr. Johan Hartog den su historia admirable di Aruba ta bisa cu "Plats su cartanan tabata yen di infortunio", pero tambe cu "e cartanan cu a keda preserva ta demonstra splendor di energia y organizacion y ta expresa sentimento di husticia y determinacion pa un Aruba progresivo."

Desafortunadamente, Major Plats no a haya un chens pa haci mucho cos. Despues di a ocupa su puesto pa solamente ocho luna, el a muri. Su graf ta uno di e unico tres grafnan di e gobernadornan di Aruba cu a worde identificá, e otronan ta di Jacob Thielen y J. F. W. Gravenhorst, kendenan ta derá den Cemeterio Protestant.

Pero aya na Shiribana, banda di un palo di watapana, a keda e restonan di Simon Plats, un homber cu en realidad nunca por a principia su trabao.

## Premio di CYI Liber di Belasting

Gobierno a cambia di corazon tocante e asunto di cobramento di belasting ariba premionan di e programa di CYI.

Siman pasá cobrador di belasting a informa compania cu e regla declarando tal premio como parti di entrada di un empleado y cu conseqwentemente mester paga belasting ariba dje, a worde cancelá te mas despues.



"PLATS, MAJOR-Commander of this island," is the inscription on the tomb of Simon Plats.

"PLATS, MAJOR-Comandante di e Isla", ta e inscripcion ariba e graf di koepe! di Simon Plats.

## At Shiribana

### Dozen Lonely Graves Sole Reminder Of Early Days

One of the few surviving links to the days when Aruba was a mere trading spot of the Dutch empire is a bronze plaque fixed to a rounded cement tomb in a field at Shiribana.

This is the grave of Simon Plats, for eight months in 1827 major-commander of Aruba. Surrounding it are a few other graves, headstones missing, that are believed to be the resting places of long dead members of various old Aruba families.

Plats' headstone is simple, containing his name, his birthdate, January 9, 1773, and his death date, August 14, 1827, and his title.

As a career officer and government figure he left Curacao in 1822 to go to Surinam. Promoted to major, he was named in 1826 as governor of Aruba to succeed Jacob Thielen, and took over his new duties some time in January, 1827.

Major Plats, a conscientious and energetic officer stepped into a bad time. The cost of goldmining locally was enormous, and in fact showed a deficit in 1826. Prospects were the same for 1827. Dr. Johan Hartog says in his admirable history of Aruba that "Plats' letters are filled with woe," but also that "the letters that have been saved sparkle with energy and organization, and express feelings of justice and determination for a progressive Aruba."

Alas, poor Major Plats never got a chance to do much. After only eight months in office he died. His

is one of only three graves of Aruba governors that have been identified, the others being Jacob Thielen and J. F. W. Gravenhorst, who are buried in Protestant Cemetery.

But there in Shiribana, near a divi-divi tree, lies all that remains of Simon Plats, a man who never really got started.

## SERVICE AWARDS

### 20-Year Buttons

Otto de Vries Accounting Dept.  
Jose I. Schwengle Marine Dept.  
Bernard Rambley Col. Serv. Oper. Div.  
Albert E. Brown Col. Serv. - Dining Hall  
Austin A. Hodge Col. Serv. - Commissary  
Sixto F. Arends TSD - Laboratory

### 10-Year Buttons

John R. Hart Dining Hall  
Henfih I. Fradi Accounting  
John T. Pompier Lago Police  
Thomas E. Martis Lago Police  
Ottis E. Lverock Lago Police  
Mrs. Jane E. Louison Medical  
Mrs. Muriel S. Hazlewood Executive  
Miss Jessie M. S. Crombie Office  
James G. Straub TSD-Engineering

## Abuses Noted

### Charga-Plate Holders Reminded of Obligations

Lago's Marketing Division has issued a reminder to holders of charga-plates entitling them to employee discounts at Esso servicenters that possession and use of the plates involves certain obligations.

Abnormally large purchases of materials have been noted at various Servicenters, indicating that abuses of the discount privilege are creeping in.

The Marketing Division stresses the point that the discount plates are for the exclusive use of an employee and members of his immediate family. It may not be used by professional chauffeurs of "H" cars, taxis, cariocas or trucks, nor for purchase of excessive quantities of any one item, such as tires, tubes, batteries and the like.

The discount system began in 1945 when books of coupons went on sale to qualified employees, and was applicable to gasoline and oil products only. In 1953 all Atlas and Esso products on sale at the Servicenters were included in the discounted items.

## Dos Refineria Reduci Empleo

E hechonan di bida economico a toca empleadonan di refineria di Baltimore di Esso Standard Oil Company. Directiva aya a anuncia un segundo layoff efectivo April 26. Un total di 145 trahadornan ganando sueldo y 20 empleado clerico a worde afectá.

Esaki a sigui un layoff anterior cu a afecta 188 empleado adicional. Ambos paso ta di acuerdo cu e programa economico anunciá door di compania pa elimina surplus den fuerza di trabao. E segundo layoff lo worde tratá den e mes manera general cu e di promer.

Tur arreglonan a worde negociá cu e lidernan di union.

Mientras tanto Directiva na refineria di Bayway a tuna pasonan similar. Anuncio di layoff a worde duná na mas di 500 empleado, y un cat cracker unit cu un capacidad di 25,000 barril pa dia a worde cerrá. Otro construccion nobo den e planta a worde gestop.

## Automobile Accidents Kill More Than Any Other Single Cause

The chief killer of people under 44, according to statistics, is not cancer, not heart disease, not bullets, but the ordinary, four-wheeled, gasoline propelled instrument called the automobile.

That's the killer, but so is the man or woman behind the wheel. How does it happen? Whose fault is it?

It can be the driver's fault, and it can be the car's fault—the mechanical failure and the human failure. Either way it adds up to the same things: violence, cost, injury, death.

Let's examine human failure. It's revealing to learn that accidents are not necessarily caused by bad drivers. The plain fact is that the "average driver" is the man responsible.

He goes too fast. He goes faster than he realizes. After years of driving he simply doesn't look at

his speedometer, or if he does, it doesn't make any impression. He forgets the rules of the road and the common courtesies; or if he remembers them, he doesn't abide by them.

"Teaching the other guy a lesson" is a painful and expensive method of instruction. A driver just likes to get even with the driver who perhaps passed him; some drivers think a car in front of them has to be passed, so they take one chance. Driving a car gives a man a sense of power but misusing it is criminal.

Now look at mechanical equipment. Government inspection takes care of some of it, but gadgets and devices aren't perfect. Here's a checklist to guide drivers who want to be sure their car is ready for safe driving:

Check the windshield wipers. Do they work properly? Do they clean

the glass? Is the rear-view mirror clean? Does the horn work, does it blow too loud? Does the steering wheel have too much play? Any more than two inches indicates a worn part somewhere. Keep an eye on the tires and watch for worn spots on the treads and sidewalls. Test your brakes frequently, and if they have to be relined, do a good job; skimping here can be expensive later on. The exhaust system must, according to law, be tight, quiet and free from leaks. Make sure the lights work and don't throw a glare into oncoming cars.

That takes care of the car. Now it's time for the driver to take stock of himself.

And if the driver, if all drivers in Aruba, take stock of their responsibility while driving, they will be helping to "Back The Attack On Traffic Accidents."



THE DOZEN old graves at Shiribana, long neglected, are now being cared for. Only Major Plats' grave has any identification; the other headstones are all missing.

E DOZIJN DI GRAFNAN na Shiribana cu tabata neglighá hopi tempo awor ta worde drechá. Solamente e graf di Major Plats tin un identificacion; e otro grafnan no tin inscripcion.

# Island Boy Scouts Demonstrate Their Skills

In a flag-draped jamboree at Eastertime the Cub Scouts, Boy Scouts and Sea Scouts of the island showed off their considerable and varied skills to a near capacity crowd at Wilhelmina Stadium.

It was organized and presented primarily to raise money to equip and uniform a delegation of Aruba Scouts who will attend the World Scout Jamboree in England this summer.

Four hundred boys took part in the show. It began with a parade into the stadium led by a scout band. Massed national and scout flags added an impressive touch. Before the demonstrations, Lago's J. B. Opdyke, chairman of the Island Scout Council, spoke briefly on the value of Scouting and its advantages to youth and community. Speaking also was E. S. Quaadman, a scout leader from the United States, who is working with the water plant contractor, and who has become active on Aruba scouting circles since he has been here. Lt. Gov. L. C. Kwartz, scheduled also to speak, was not on the island.

The NPV Scouts opened the show by setting up a drama. A house was struck by an automobile, and they were called on to help. Their job was to carry out the injured and to give first aid. It was all smoothly done, and the hypothetical injured were well taken care of. The Sea Scouts then offered a sample of signalling.

## Tent Pitching Race

Four groups of Boy Scouts raced each other to see which could erect a tent quickest, the winners getting cheers from the near 2,500 persons in the stands.

As an interlude the Cub Scouts played kickball before the scouts came back with an agile demonstration of tumbling and gymnastics.

Aruba's Scouts and their parents can be proud of their accomplishments. In addition to demonstrating physical skills they showed clearly they are on the way to becoming useful citizens.



MASSED FLAGS and band music got the Jamboree off to an impressive start. Around 400 boys from every aspect of Aruba Scouting took part.

BANDERANAN y musica a yuda e Jamboree tuma un principio impresionante. Mas of menos 400 hoben di tur aspecto di padvinderij na Aruba a participa.



RESCUE AND first aid, important knowledge for the scout, came into use in the NVP's skit of a wrecked house.

SALBAMENTO y promer auxilio, importante saber pa padvinderan, a worde aplicá den c presentacion di NVP den caso di desgracia.



SEA SCOUTS practiced signalling with flags. Boy Scouts and Cubs took part as well as Sea Scouts.

PADVINDERAN di lamar a practica dunamento di senjal cu bandera. Tur clase di pavinderan a tuma parti den e saki.



THE CAMERA catches four scouts in various positions in a tumbling act. They showed agility and coordination.

E CAMERA ta muntra cuatro padvinder den diferente posicion den un ehercicio. Nan a muntra liheresa y coordinacion.

## Padvinderan di Isla ta Demonstrá na Aruba

Den un jamboree dorná cu bandera na tempo di Pascu Grandi e Padvinderan di e isla a demonstra nan abilidad considerable y variá dilanti di un stadion casi yená di hende.

El a worde organizá y presentá primeramente pa obtene placa pa manda un delegacion di padvinderan di Aruba cu lo atende e Jamboree Mundial na Inglatera e verano aki.

### 400 Participante

Cuatro cien mucha homber a tuma parti den e show. Esaki a cuminsa cu un parada encabezá pa e banda di Padvinderan. Banderanan nacional y di padvinderan tabata duna un vista impresionante. Promer cu e demostracionnan, J. B. Opdyke, presidente di Consejo Insular di Padvinderan, a papia en breve tocante valor di padvinderij y su ventananan pa hubentud y comunidad. Un otro orador ta G. C. Quaadman, un lider di padvinder for di Estados Unidos kende ta traha cu e contratista di e planta di awa, y kende ta activo den padvinderij desde cu el a bini aki. Gezaghebber

Kwartz, kende tambe mester a papia, no tabata ariba e isla.

E padvinderan di NPV a habri e show cu un drama. Un auto a worde gedaal door di un auto, y nan a worde yamá pa duna auxilio. Nan trabao tabata pa saca esnan cu a haya desgracia y pa duna promer auxilio. Tur cos a bai na orden, y e heridacionan a worde duná bon percuracion. Despues e padvinderan di lamar a duna un ehemplo den dunamento di senjal.

### Lamtamento di Tent

Cuatro grupo di padvinder a pusta cu otro pa mira cual por lamta un tent mas liher, y e ganadornan a cosecha aplauso di e casi 2,500 personanan presente.

Como un interludo e padvinderan chikito a hunga poco bala promer cu e padvinderan grandi a bolbe cu un presentacion sobresaliente di gymnastiek.

E padvinderan di Aruba y nan mayornan por ta orguyoso di nan presentacion. Ademas di demonstra nan abilidad physico nan a muntra claramente cu nan ta bon ariba camina pa bira bon ciudadano.

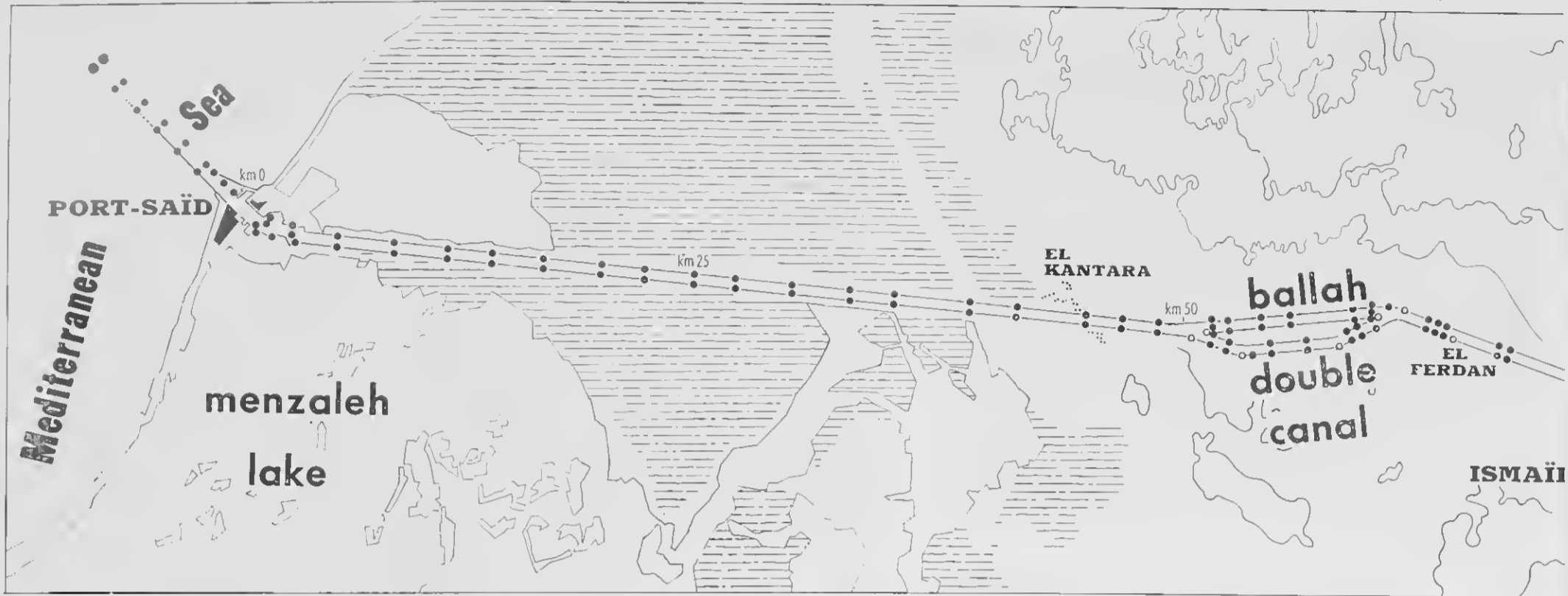
A CONTINGENT of scouts demonstrates all-around ability in the quick construction of a stick and rope bridge.

UN GRUPO di padvinder ta demonstra nan liherza den construcion di un brug traha di palo y cabuja.

THE TENT building contests brought excitement and laughs to the scouts as they raced each other.

E CONCURSO di lamta tent a trece excitacion y harimento segun e padvinderan tabata pusta cu otro.





IF YOU were flying high enough, and were going from Lago to Arahia in a straight line, this is what the Suez Canal would look like. The Mediterranean is at the left, the Red Sea at the right.

## SUEZ - Oil's Highway

The world was turned upside down last fall when the Egyptian government seized the Suez Canal, and more attention was focussed on that strategic strip of water in a few days, and more words, impassioned or reasonable, written about it than in any time since it was officially opened in 1869.

The surprising thing about the Suez Canal and its operation is that it took the 80-odd years for matters to come to a head. Actually the history of the negotiations, digging and operations of the big ditch has been speckled with disputes, accusations, agreements, reservations and war. None of them shook the organization of the canal enough to shut down operations, not even the war.

When the French imperial yacht "Aigle," with the Empress Eugenie aboard, split the waters of the canal on that November day in 1869 it brought to fruition a dream men had dreamed for centuries. The man most responsible for it was Ferdinand de Lesseps, French diplomat, who had become interested in the possibilities of a Mediterranean-Red Sea water highway during his term as French consul in Alexandria.

In 1854, de Lesseps' great friend Mohammed Said, pasha of Egypt, signed the first act of concession, authorizing the Frenchman to form a company whose purpose it would be to pierce the isthmus of Suez, to exploit the waterway and to build one or two ports at the extremities.

Two years later certain amendments were made with the signing of another agreement, with terms that seemed fair to everybody. For the first time the proposed canal was officially designated as neutral and open to all merchant ships regardless of nationality. The company itself, carrying the impressive name of Compagnie Universelle du Canal Maritime de Suez, was prohibited from showing partiality or preferential treatment to any ship or nation. In

this second agreement too, the lease arrangements were modified. The company would hold the canal for 99 years dating from the day it opened, and after that, if no further arrangements were made, the canal would revert to the Egyptian government.

Two years after that agreement, in 1858, 400,000 shares of stock in the company went on sale. France bought over half and Egypt another 177,000 shares. Both the United States, either preoccupied with pressing domestic affairs or simply not interested in financial ventures in the Middle East, and Great Britain, suspicious of the French-Egyptian romance and not anxious to have India too close to other European powers, failed to buy a single share.

Notwithstanding the considerable pressure England's Disraeli was putting on the Sultan of Turkey, whose approval of the arrangements Egypt had to secure, de Lesseps himself turned over the first shoveful of sand at the northern terminus of the canal, later called Port Said.

In the middle 1860's troublesome labor disputes arose involving the Sultan of Turkey, the khedive of Egypt and the ubiquitous de Lesseps, and that was settled by the arbitration of Napoleon III at about the same time political opposition to the project was fading.

On opening day, de Lesseps was in his glory, made greater a few weeks later when he was received by Queen Victoria, made a freeman of London and decorated by a government that had at least seen the magnitude of his achievement. (England's interest in the canal was made clearer in 1875 when it acquired large blocks of stock in the company and began to take an active interest in its operation and management, an interest that kept up until last fall when Mr. Nasser expropriated the property.)

(Continued on page 8)



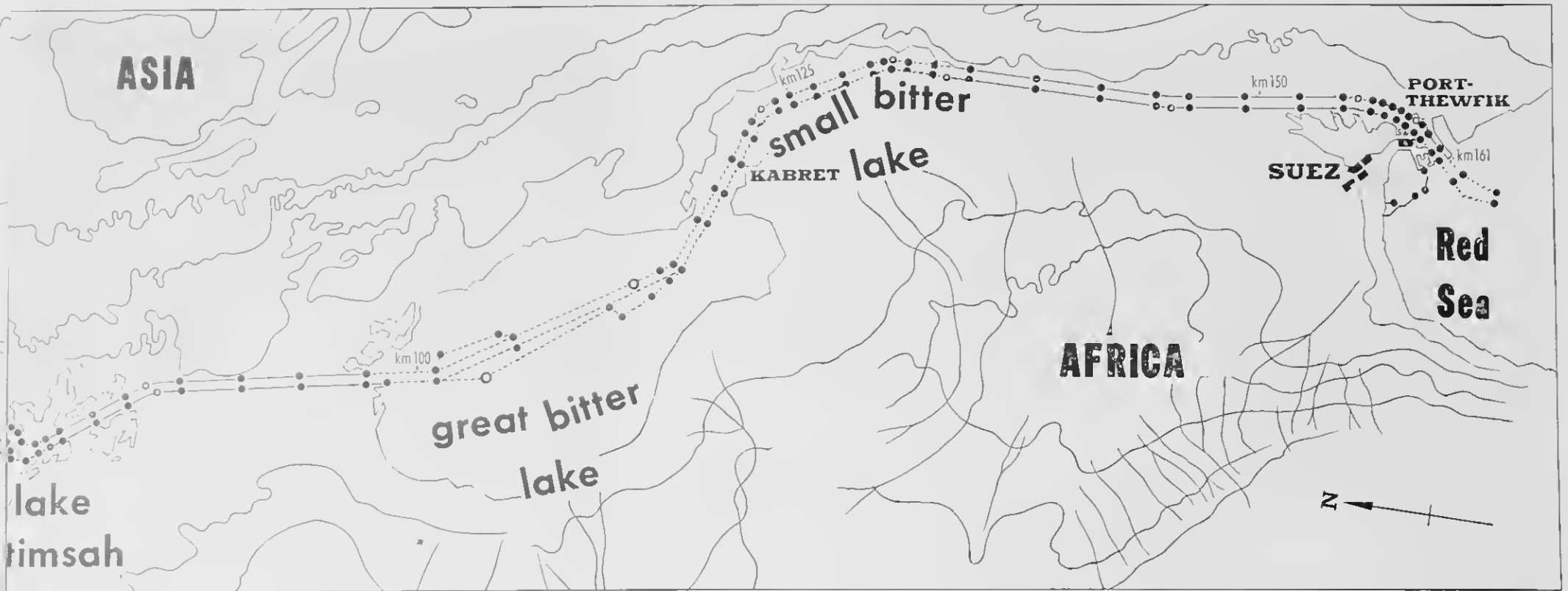
FLAGS AND salutes marked the official opening of the Canal on Nov. 17, 1869, ceremonies enhanced by the presence of Eugenie, empress of the French. BANDERA y saludos a marca e Canal ariba November 17, 1869, ceremonia realzá door di pr...

THE DOUBLE canal at Ballah permits convoys to pass without stopping, as they formerly had to do.

E CANAL doble na Ballah ta permiti convoyan pasa sin stop, lo cual nan mester a haci anteriormente.



HER MAJESTY'S Ship Malabar, bound for India with troops, was passing through the Canal in 1871, when this picture was made.



## SUEZ - Via di Trafico di Azeta

Mundo a bira ariba-abao den ultimo otoño dia cu gobierno Egipcio a tuma posesion di Suez Canal y mas atencion a worde dirigi ariba e pida awa strategico ey den poco dia, y mas palabra, sea impresioná of cu razon, a worde scirbi tocante di dje cu den cualkier tempo desde cu el a worde oficialmente habri na 1869.

E asunto sorprendente tocante Suez Canal y su operacion ta cu a tuma 80 y pico anja pa e asuntunan por a principia. En realidad e historia di negociacionnan, cobamento y trabaonan di e canal grandisimo a worde intercambiá pa conflictonan, acusacionnan, acuerdonan, reservacion y guerra. Ningun di nan a afecta e organizacion di e canal bastante pa stop trabao, ni e guerra mes.

Dia cu e yacht imperial Frances "Aigle", cu Emperatriz Eugenie abordo, a corta e awa di e canal ariba un dia di November anja 1869, esey a realiza un sonjo cu hende tabata sonjando durante siglonan. E homber cu tabata mas responsable pa esaki tabata Ferdinand de Lesseps, un diplomatico Frances, kende a bira interesá den e posibilidadnan di un via di trafico entre Mediteraneo y Mar Corrá durante e periodo cu el tabata Consul Frances na Alexandria.

Na 1854, de Lesseps su amigo grandi Mohammed Said, Pasha di Egipto, a firma e promer acto di concession, autorizando e Frances pa forma un compania pa e obheto pa atrevesa e istmo di Suez, pa explota e canal y pa traha uno of dos haaf na cada fin.

Dos anja despues cierto cambionan a worde haci cu firmamento di un otro acuerdo conte-

niendo stipulacionnan cu tabata parece husto na tur hende. Pa di promer vez e canal proyectá a worde oficialmente designá como neutral y habri pa tur bapornan mercantil irrespecto nan nacionalidad. E compania mas, cu ta carga e nomber impresionante di "Compagnie Universelle du Canal Maritime de Suez," a worde prohibi pa muntra parcialidad of preferencia den tratamiento di cualkier bapor of nacion. Den e segundo combenio tambe e arreglonan di huur a worde cambiá. E compania lo tene e canal pa 99 anja cuminzando for di e dia cu el habri y despues, si ningun otro arreglo worde haci, e canal lo bira propiedad di gobierno Egipcio.

Dos anja despues di e combenio ey, na anja 1858, 400,000 accion den e compania a worde poni na bende. Francia a cumpra mas di mitar y Egipto como 177,000 accion. Tanto Estados Unidos, sea preocupá cu asuntunan domestico urgente of simplemente no a interesá den especulacionnan financiero na Oriente Mediano, y Gran Bretania, sospechoso di e romance Frances-Egipcio y no mucho ansioso pa haya India mucho cerca di otro potencionan Europeo, a falta di cumpra un solo accion.

No obstante e presion considerable cu Disraeli di Inglatera tabata poniendo ariba Sultan di Turkia, kende su aprobacion di e arreglonan Egipto mester a busca, de Lesseps mes e tira e promer schop di tera na e terminal noord di e canal, despues yamá Port Said.

Den medio 1860 conflictonan di trabao molestoso a cuminsa envolviendo e Sultan di Turkia, e Khedive di Egipto y de Lesseps cu tabata presente casi tur parti, y esey a worde arreglá door di arbitracion di Napoleon III na mas o menos mes tempo cu oposicion politico contra e proyecto tabata cuminsa mengua.

Ariba dia di habrinmento de Lesseps tabata den su gloria, el a bira mas famoso poco luna despues ora el a worde recibí door di Reina Victoria, a worde proclamá ciudadano di Londres y a worde condecorá door di e gobierno cu al fin a mira e magnitud di su trabao. (Inglatera su interes den e canal a bira mas cla na anja 1875 tempo cu el a cumpra un gran cantidad di accion den e compania y a cuminsa haya un interes activo den su operacion y direccion, cual interes a sigui te e otoño pasa dia cu Sr. Nasser a expropia e propiedad).

Trafico door di e canal a worde cuidadosamente regulá desde e tempo di su habrinmento.

(Continua na pagina 8)

SI BO tabata bulando bastante halto y tabata en ruta for di Lago pa Arabia den un linea recto, esaki lo ta com Suez Canal lo parece. Mar Mediteraneo ta na banda robcz, Mar Corrá ta na banda drechi.



DREDGES LIKE this one keep the canal at a proper and safe depth. One of the big problems is the drifting, blowing sand, which could clog the channel unless there was constant maintenance.

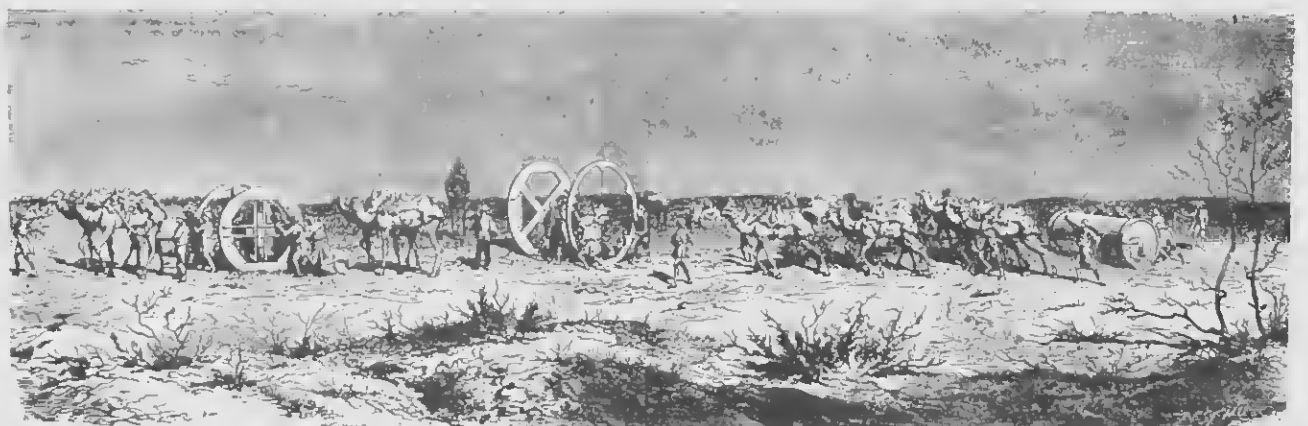
DRAGA di e clase aki ta mantene e canal na un hundura adecuado y seguro. Uno di e problemanan grandi ta e santo flotante cu biento ta trece cual por blok e canal di navegacion si no tin matenecion constante.



FREIGHTERS, LINERS and tankers, all the world's commerce, go through the Suez Canal. Here they wait for a convoy to start its voyage. BAPOR DI carga, linea di navegacion y tankernan, tur comercio di mundo, ta pasa door di Suez Canal. Aki nan ta warda pa un convoy principia su viahe.



di guerra Malabar, en ruta pa India cu trupa, ando door di e Canal na 1871 tempo cu e retrato aki a worde tumá.



BUILDING THE canal was hard work. This contemporary drawing shows the combination of men, camels and equipment, near primitive by today's standards, that did the job.

CONSTRUCCION di e canal tabata un trabao duro. E dibujo di e tempo aya ta muntra e combinacion di hende, camelnan y machineria cu a haci e trabao, cual ta casi primitivo segun standardnan di awendia.

## Rasmijn's Supplemental Award Leads CYI's

A Fls. 200 supplemental award to E. Rasmijn of the Mechanical Department was the big gun in February's CYI award roster as the old owl disbursed Fls. 1,300 for 40 awards. Mr. Rasmijn's original suggestion to extend the masonite skirt downward on the south side of the secondary canal demonstrated greater value than was foreseen, hence the supplemental award.

S. B. Francis won Fls. 100 for his suggestion to install fire escape ladders on cross furnaces.

The complete list follows:

<b>Accounting</b>	
A. G. Zeppenfeldt	Fls. 25
A. G. Zeppenfeldt	Fls. 20
<b>Colony Service</b>	
R. Yzer	Fls. 25
<b>Ind. Rel.</b>	
F. Parris	Fls. 25
R. Z. Zambrano	Fls. 20
N. Brete	Fls. 20
<b>Lago Police</b>	
H. Oppenhuizen	Fls. 25
<b>Marine</b>	
F. P. Oduber	Fls. 25
<b>Mechanical Admin.</b>	
F. W. Raveneau	Fls. 30
E. A. Bailey	Fls. 20
<b>Storehouse</b>	
G. W. Williams	Fls. 25
<b>Electrical</b>	
A. Arends	Fls. 25
A. Arends	Fls. 20
<b>Yard</b>	
C. R. Yeung	Fls. 25
J. R. Koolman	Fls. 20
W. Kirkwood	Fls. 20
<b>Machinist</b>	
E. Rasmijn	Fls. 200
(supplemental)	
Process-LOF. Extend the masonite skirt of weir on the south side of the secondary canal two feet downward.	
J. P. Wever	Fls. 30
F. P. Croes	Fls. 25

<b>Carp. &amp; Paint</b>	
C. Romney	Fls. 25
<b>Instrument</b>	
J. A. Maddicks	Fls. 30
J. A. Maddicks	Fls. 20
<b>Medical</b>	
Miss F. Clark	Fls. 25
<b>Process Acid Plant</b>	
A. V. Harms	Fls. 25
<b>C&amp;LE</b>	
E. Sardine	Fls. 25
<b>Cracking</b>	
S. B. Francis	Fls. 100
Process-Cracking Plant. Install fire escape ladders on cross furnaces on side nearest to stack.	
H. L. Leverock	Fls. 60
Process-Cracking. Install a larger bypass on the seal oil line to the lite ends pumps on crude side of No. 9 & 10 V.B.	
N. M. Werleman	Fls. 25
P. Erasmus	Fls. 25
S. B. Francis	Fls. 25
S. Solognier	Fls. 25
J. A. Thomson	Fls. 25
<b>Rec. &amp; Ship.</b>	
E. Jagershoek	Fls. 30
R. Fraser	Fls. 20
<b>Utilities</b>	
F. E. Groeneveldt	Fls. 50
Process-LOF-Pitch Stills. Curve vent line of Nos. 1 & 2 feed accumulator into separator box.	
F. E. Groeneveldt	Fls. 30
<b>Publ. Rel.</b>	
Sam Rajroop	Fls. 30
Miss M. H. Brouwer	Fls. 25

## Eight Employees Receive 25-Year Service Watches

General Superintendent F. W. Switzer distributed 25-year service watches to eight employees at the Reception Center May 1. This brought to 459 the number of Lago employees so honored for a quarter-century of service.

Receiving the watches were R. Rozenwajg, Process-Cracking; R. E. Marshall, L. Rasmijn, and H. H. John, Mechanical-Garage; F. Dickson, Mechanical-Yard; C. F. Haynes, Mechanical-Machinist; T. Maduro, Colony Service-Operations Division, and E. A. Amoroso, Colony Service-Commissary.

## Ocho Empleado A Gana Oloshi

Superintendente General F. W. Switzer a parti oloshi pa 25-anja di servicio na ocho empleado na Centro di Recepcion dia 1 di Mei. Esaki a trece e cantidad na 459 empleadonan di Lago cu a worde honra den tal forma pa nan cuarto siglo di servicio.

Recibiendo oloshi tabata R. Rozenwajg, di Process Cracking; R. E. Marshall, L. Rasmijn, y H. H. John, di Mechanical - Garage; F. Dickson, Mechanical - Yard; C. F. Haynes, Mechanical - Machinist; T. Maduro, Colony Service - Operations Division, y E. A. Amoroso, Colony Service - Comisario.

<b>Tech. Serv.</b>	
Lah No. 2	
L. Kock	Fls. 30
<b>Process</b>	
W. Geerman	Fls. 25



LEAVING ARUBA on retirement, Jacob Wervers first joined with friends for a last luncheon. With him were, left to right, W. A. Murray, Mr. Wervers, F. E. Griffin, T. F. Hagerty and J. Lambert.

LAGANDO ARUBA cu pension, Jacob Wervers promer a bini hunto cu amigonan pa un ultimo comida. Hunto cu ne tabata di robex pa drechi: W. A. Murray, Sr. Wervers, F. E. Griffin, T. F. Hagerty y J. Lambert.

## Five Seats Open In LCAC Elections This Month

Five seats on the Lago Commissary Advisory Committee will be the prizes during the upcoming election. The primary will be held May 8, 9, and 10; the finals May 15, 16, and 17.

Of the five seats, four are for Netherlanders, one for non-Netherlander.

Those whose terms expire are S. Elaize (non-Netherlander), E. Erasmus, M. E. Donata, J. P. Falconi and M. Arends. A. Kelly, C. Z. de Cuba and E. Fung-A-Fat are the holdover members of the Committee.

Petitions were put in circulation April 26 and had to be returned to the Industrial Relations Department

by May 1. Under the conditions of the usual teller-type elections, write-in votes will be permitted in the primary; voters will cast ballots for eight Netherlanders and two non-Netherlanders. In the final, votes will be cast only for the number of vacant seats. No write-in votes will be allowed in the finals.

Pictures of the candidates will be posted on bulletin boards at Lago Hospital, Colony Shops, Gates 1, 2, 3, 6, 8 and 9.

The LCAC Election Board is composed of A. Kelly, chairman, R. C. Abendanon, S. J. Croes, E. de Kort, C. Z. de Cuba, E. de Cuba, A. A. Kalloo and E. Fung-A-Fat.

## Movie Makers

Aruba is turning into a movie-maker's happy hunting ground.

First came the film crew from City College of New York shooting footage for a company film (shortly to be released). Then F. Herrick-Herrick was here making a film for the Tourist Commission shortly before J. Chumaceiro took scenes of Lago for use on the Reader's Digest television program.

The latest crew is from the Netherlands Information Service, who spent a week on the island. Headed by Fernhoudt, the three-man crew set up pictures inside the refinery and out; their main propose was to show Arubans at work and how they live.

When finished the film will be circulated by the Netherlands Information service in the United States and South America especially, but people all over the world wherever the service sends its films, will see what life is like here.

Aruba ta birando den un paraiso pa trahadornan di pelicula.

Promer nos tabatin e grupo di City College di New York trahando ariba un pelicula di compania (cu lo sali pronto). Despues F. Herrick-Herrick tabata aki trahando un pelicula pa Comision di Turista poco promer cu J. Chumaceiro a saca escenanan di Lago pa worde usá ariba e programa di television di Reader's Digest.

E ultimo grupo ta di Servicio di Publicidad di Holanda, y a pasa un siman ariba e isla. Encabezá pa Fernhoudt e tripulacion di tres homber a saca retrato paden y pafor di refinaria; nan obheto principal tabata pa munstra com Arubianonan ta traha y biba.

Ora e ta cla e pelicula lo worde circulá door di Servicio di Publicidad di Holanda na Estados Unidos y America del Sur specialmente, pero hendenan den tur parti di mundo, na tur lugar unda e servicio di publicidad ta manda su peliculan, lo mira com bida ta aki.



CAMERA! ACCION! E grupo di servicio di cine di Informacion Neerlandes ta prepará pa saca un portret munstrando un homber lagando su cas pa bai trabao. Un tiki mas abao den camina, nan ta munstra un carioeca cargá, y despues, e grupo ta duna instruccion na su "actornan". E grupo a keda mas o menos un siman aki na Aruba.



# Easter Celebrations Colorful

Easter was celebrated in bright and cheerful ways by two Aruba organizations this year. The Caribe Club held its regular Easter party for children and the Chinese Club presented a thousand year old play, which featured gorgeous costumes and native music.

The Caribe Club offered a masquerade party instead of the usual Easter Egg hunt, and awarded prizes to a number of children for their costumes. An eight-month old took one prize for his Caribe Indian costume. One of the hits of the day was a mobile "Back The Attack Against Traffic Accidents" display.

At the Chinese Club, meanwhile, a full house watched unfold "The Story Of A Fabulous Dragon Fairy" presented by the club's Dramatic Workshop. Spoken in Chinese, and with accompanying music played on Chinese instruments, the 10 centuries old play brought an exotic touch to Aruba's everyday life. The club periodically presents such plays.

An unusual feature of the play was that all 12 characters, whether men or women, were played by men.

Preceding the drama was a brief comic sketch in the Chinese manner featuring a barber and his terrified customer.



OLD AND new combined to win a prize; the only place you'll find a baseball player and a harem inhabitant is at a masquerade.

BIEUW Y hohen a hini hunto pa gana premio; e unico lugar unda ho por haya un hungador di hasehall y un inhabitante di harem ta na un masquerada.



BANDAGES AND slings showed the consequences of reckless driving as two boys organized their own "Back The Attack" at the Caribe Club children's masquerade.

VERBAND Y pleister ta muntra consecucionan di corremento sin cuidao. E presentacion aki a worde haci door di dos mucha homber na e fiesta di masquerada pa mucha na Caribe y ta representa nan mes version di "Back the Attack."



STYLIZED AND colorful are the words to describe "The Story of The Fabulous Dragon Fairy" at the Chinese Club.

YEN DI estilo y color ta e palabranan cu lo ta necesario pa describi "E Storia di e Dragon Fabuloso" presentá na Club Chines.

# Fiesta Feliz na Pascu Grandi

Pascu Grandi a worde celebrá na manera alegre y gracioso door di dos organizacion Arubano e anja aki. Club Caribe a tene su promer fiesta regular di Pascu Grandi pa

muchanan y Club Chines a presenta un comedia di un mil anja bieuw, munstrando bistirnan gracioso y musica nativo.

Club Caribe a ofrece un fiesta di masquerada en vez di su buscamen- to di webo di Pascu manera costum- ber, y a duna premio na algun mu- chanan pa nan bistir. Un di ocho luna bieuw a gana un premio pa su traje di Indio Caribe, y un di e to- piconan di dia tabata un exhibicion movible di "Apoya e Atake Contra Desgracia di Trafico."

Mientras tanto na Club Chines un edificio yen tabata contemplando "E Storia di un Dragon Fabuloso" presentá pa e grupo artistico di e Club. Papiá na Chines, y cu musica di acompaña tocá cu instrumenton- nan Chines, e comedia di 10 siglo bieuw a trece un toke exotico na bida di tur dia na Aruba. Periodica- mente e Club ta presenta tal come- dianan.

Un aspecto stranjo di e comedia tabata cu tur 12 rol, sea di homber of muher, a worde hungá door di homber.

Promer cu e drama tabatin un breve sketch comico na manera Chi- nes munstrando un barbero y su cliente spantá.



ANOTHER PRIZEWINNER was this menage of old China. The children had a wonderful time, but no better than the parents who were on hand to watch at the Caribe Club.

UN OTRO ganador tabata e pre- sentacion aki tocante China di tempo hieuw. E muchanan a pasa un hon tempo, pero no mehor cu e mayornan cu tabata presente pa waak.



A MAD comic sketch before the drama brought the house down. UN GRACIOSO sketch comico promer cu e drama a causa un furor.

THINGS ARE not what they seem. The "ladies" here are actually men dressed in women's costumes, after the Chinese dramatic custom.

COSNAN no ta loke nan ta par- ce. E "damasnan" aki en reali- dad ta homber bisti na nuher, segun e costumher dramatico Chines.





FAREWELLS WERE said to N. M. Calvano by his associates on the occasion of his retirement luncheon recently. Mr. Calvano left Aruba at the end of April with over 21 years of service. From left to right are W. B. Cundiff, W. L. Ewart, H. C. Whelan, Mr. Calvano, F. W. Switzer, W. L. Fox, W. T. Michael and A. M. Clark.

ADIOS A WORDE BISA na N. M. Calvano door di su asociadonan na e ocasion di su comida di pensioen recientemente. Sr. Calvano a hai for di Aruba na fin di April cu mas di 21 anja di servicio. For di rohez pa drechi tin ariba: W. B. Cundiff, W. L. Ewart, H. C. Whelan, Sr. Calvano, F. W. Switzer, W. L. Fox, W. T. Michael y A. M. Clark.

## Donjonan di Charga-Plate Recordá Ariba nan Obligacion

Lago su Marketing Division a publica un aviso na donjonan di charga-plates cu ta duna nan derecho di descuento pa empleadonan na Esso Service station cu posesion y uso di Charga-Plate ta trece cierto obligacionnan.

Compras abnormalmente grandi di material a worde notá na varios Servicenter cual ta indica cu abuso di e privilegio di descuento ta cumenza tuma lugar.

Marketing Division ta accentua e punto cu e plaatchinan di descuento ta pa uso exclusivo di un empleado y miembronan di su familia inmediato. El no por worde usá door di chauffeurnan di profesion di autonon "H", taxi-nan, carioaca of trucknan ni tampoco pa compras na cantidad excesivo di un articulo sol, manera tire, tube, bateria y lo demas.

En lo futuro tur persona cu ta haci compras na escala grandi y ta usa nan charga-plate lo worde contactá door di Marketing Division y worde puntrá pa un splicacion.

E sistema di descuento a cumenza na 1945 tempo cu boekinanan di

coupon a cumenza worde bendi na empleadonan cualificá y e tabata aplicable pa gasolin y producto di azeta solamente. Na 1953 tur produccionan di Atlas y Esso na venta na Servicenters a worde inclui den e articuloonan cu ta haya descuento.

### LCAC Eleccion

(Continua di pagina 1)

di servicio.

Edwin M. Croes, transp. asst. den Ind. Rel.-Transp., tin mas cu 18 anja di servicio.

Jacobo P. Pieters, stats. typist den Accounting, tin mas cu 6 anja di servicio.

Jacobo P. Falconi, levelman den Proc-C&LE, tin casi 11 anja di servicio.

Herman Croes, general typist den Mech.-Admin., tin casi 12 anja di servicio.

Eduardo Erasmus, levelman, Proc-C&LE, tin mas cu 16 anja di servicio.

Robert L. Ferguson, sr oper. analysis clerk den Accounting tin mas cu 18 anja di servicio.

Calvin R. Assang, sr engr. asst. den TSD-Proc Control tin mas cu 12 anja di servicio.

Vincent C. Thomson, jr engr. asst A den Mech.-Admin., tin casi 11 anja di servicio.

Fitz William Raveneau, material clerk den Mechanical Administration; tin mas cu 18 anja di servicio

### Suez

(Continua di pagina 5)

Bapornan cu ta desea di pasa door di e canal di 100-milja mester satisfice cierto stipulacionnan estableci. Por ehempel, un bapor mester duna aviso via radio cuatro dia en adelante dunando e dia y ora di yegada, su cargo, bunker, necesidad di provision y awa di bebe, y mencionando cualkier reparacion of servicio medico cu por tin mester. E captan mester presenta mei dozijn of mas documento, incluyendo lista di pasahero y carga, lista di tripulacion, provision, registro y e tonelada pasando door di Suez Canal. (E ultimo cifra aki ta worde obteni door di conta huntu tur espacio disponible abordo, luego descontando espacio di provision, deposito y algun otro lugarnan. E cifra cu ta sobra ta esun ariba cual derecho ta worde cobrá.)

Pasamento di un bapor grandi door di e canal por ta costoso segun e tarifican actual. Por ehempel, tuma e bapor Al-Malik Saud Al-Awal. Dia cu el a sali for di Lago ultimo otoño el a hiba 36,178 ton di azeta, hopi abao di su capacidad di mas o menos 47,000 ton. Laga nos supone cu el a pasa e canal cu e carga ey; Sr. Aristotle Socrates Onassis lo a haya un cobranza di derecho pa e ful capacidad, un suma cu lo ta en bruto \$43,522.58. Esey ta ora e tin carga; pa un bapor cu balastro e derecho ta poco menos cu mitar di e suma ey.

Trafico ta bai den convoy, dos tur dia den cada direccion, y nan ta sali na oranan fihá; e velocidad ta 14 kilometer pa ora cu ta bastante pa pasa e canal den como 10 of 11 ora.

E dia di November 88 anja pasá cu bapornan decorá cu bandera a yena e canal, mundo a cumenza un epoca nobo di transportacion; luego tempo cu azeta a cumenza corre den un rio preto for di medio-oriente, e canal no solamente a bira deseable pero indispensable. Esaki no por worde nengá.

### Suez

(Continued from page 4)

Traffic through the canal has been carefully regulated ever since the opening. Ships seeking to pass through the 100-mile long ditch must meet certain established requirements. For example, a ship must radio in four days in advance, listing day and hour of arrival, its cargo, bunkers, provisions and fresh water requirements, and mentioning any repairs or medical services that may be needed. A master must present a half-dozen or more documents, including passenger and cargo manifests, crew list, stores list, register, and Suez Canal tonnage measurement. (This last is a figure arrived at by computing all available space aboard a ship, then discounting for stores, magazines and a few other areas. The resulting figure is the one tolls are charged against.)

Running a big ship through the canal can be expensive at the current rates. For example, consider the ship Al-Malik Saud Al-Awal. When she left Lago last fall she carried 36,178 long tons of oil, well below her capacity of approximately 47,000 long tons. Assume she went through the canal with that load. Mr. Aristotle Socrates Onassis would get a toll bill for the full capacity, a sum that would be roughly \$43,522.58. That's full; for a ship in ballast the toll is a little less than half.

Traffic goes through in convoys, two a day in each direction, and they leave at specified hours; the speed is a steady 14 kilometers an hour, fast enough to get through in around 10 or 11 hours.

That November day 88 years ago when flag-draped ships filled the canal, the world started a new epoch of transportation; later when oil began to flow in a black river from the mideast, the canal became not merely desirable but indispensable. It can't be taken for granted.

### Apoya E Atake

## Desgracianan di Trafico Causá Door di Fayonan



ANOTHER REMINDER of the grim consequences of highway carelessness. You can't take chances repeatedly and continue to get away with it.

UN OTRO recuerdo di e consecuencianan horihle di falta di cuidao ariba caminda. Bo no por tuma chens continuamente y sigui scapa.

E matador mas frecuente di hendenan bao edad di 44 anja, segun cifranan ta indica, no ta cancer, no ta maleza di corazon, no ta bala di scopet, pero e ordinario vehiculo ariba cuatro wiel cu ta corre cu gasoline y cu yama "auto."

Esey ta e matador, igual cu e homber of muher sintá tras di stuur.

Com esaki ta socede? Kende su falta e ta?

Por ta falta di e chofer, y por ta falta di e auto — fayó di mecanismo of fayó humano. Den ambos caso e resultado ta mescos: violencia, danjo, desgracia, morto.

Laga nos tira un vista ariba fayó humano. Ta sorprendente si bo tende cu desgracianan no necesariamente ta worde causá door di mal chofernan. Ta un hecho estableci cu e "promedio chofer" ta e homber cu ta responsable.

El ta corre mucho duro. El ta bai mas duro cu el ta realiza. Despues di hopi anja tras di stuur el no ta waak su speedometer, of hasta si e waak mes, esey no ta haci ningun impresion. El ta lubida reglanan di camina y cortesia comun; of si el ta corda nan, el no ta observa nan.

"Dunando e otro tercio un les" ta un metodo penoso y caro di sinja. Un chofer podiser kier paga e otro chofer cu a pasele; algun chofer ta kere cu un auto dilanti nan ta solamente pa pasa e t'ey, y nan ta tuma un chens. Coriendo un auto ta duna un homber sentimento di poder, pero pa abusá di dje ta criminal.

Awor waak e mecanismo. Inspeccion di gobierno ta controla un parti di dje, pero ningun aparato ta perfecto. Esaki ta un lista di cosnan pa check si bo kier ta segur si bo auto ta den bon estado pa corre:

Check e secadornan di windshield. Nan ta traha bon, nan ta haci e glas limpi? E spiel pa mira atras ta limpi? E pitro ta traha, of e ta pitra mucho duro? E stuurwiel tin mucho "play"? Mas cu dos inch ta muntra cu tin un pieza gastá un camina. Tene vista ariba e trenan y waak bon pa sitionan gastá abao

#### Leonard Ellis

Leonard Ellis, operator, Utilities Department, died April 16. He is survived by his wife and three children. At the time of his death he had nearly 20 years of service with Lago.

#### Leonard Ellis

Leonard Ellis, operator di Utilities Department, a muri April 16. Su sobrevivientenan ta su esposa y tres yiu. Na tempo di su morto el tabatin casi 20 anja di servicio cu Lago.

## NEW ARRIVALS

### March 28

FIGAROA, Theodoor J. - Accounting; A son, Francisco Sixto

ROMNEY, Calvin L. - TSD-Eng; A daughter, Theresa Imelda

### March 29

SOLOGNIER, Thomas A. - Medical; A daughter, Camilia Seraida

TROMP, Luis J. - Mason; A son, Franklin Rolando Segundo

TIEL, Bertrando - Garage; A son, Cirilo Justacio

### March 30

TONDU, Emile W. - Rec. & Ship; A daughter, Lydia Maria

ALBERTS, Juan - Instrument; A daughter, Dorothy Olivia

### March 31

WERLEMAN, Juan L. - Carpenter; A son, Ligar Roland

### April 1

GONZALEZ, Santiago R. - Yarl; A daughter, Imelda Maria

HOEK, Fel x S. - LOF; A son, Roland Joseph Venancio

LAVEIST, Frank O. - Garage & Transp.; A son, Alberto Maurice

### April 3

CROES, Julio - LOF; A daughter, Olivia Minerva

QUANDUS, Aloysio - Welding; A daughter, Gladys Viveca

MARSHALL, Arthur J. - C&LE; Twin daughters, Yvonne Ramona & Gladys Rosealin

### April 4

MADURO, Willem H. - TSD Eng; A daughter, Helen Magriet

DE CUBA, Vicente - Welding; A daughter, Helena Isidora

CORNES, Frans - Paint; A daughter, Shirley Yvette

WOUTERS, Jacobo - Col. Serv.; A son, Isidro Prasmilano

### April 5

RUIJ, Casiano A. - Ut. ites; A son, Francisco Bicente

FIGAROA, Tomas - Metal Trades; A son, Emmanuel

### April 6

BEAUJON, J. J. R. - Instrument; A son, Jonathan Andrew

### April 7

RODRIGUEZ, John J. - Electrical; A daughter, Cecre Anita

CROES, Estevan - Machinist; A son, Josef Ronald

### April 8

HEIDE, Pedro - TSD Lab.; A son, Cristiano Edwin

FARRO, Guillermo F. - Boiler; A son, Andrea Don'cio

HEYLIGER, Alexander M. - Machinist; A son, Benito Francisco

MEINERS, Dr. Arthur - Medical; A son, Erwin Robert

VAN VARSSVELD, J. W. - Cracking; A son, Iwan Mario



MECHANICAL SUPERINTENDENT G. Ernesti hands out certificates to supervisors finishing 1957's first class in Work Direction.

MECHANICAL Superintendente G. Ernesti ta parti certificadonan na supervisornan cu a caba 1957 su promer klas den Direccion di Trabao.